

Cycle Parking Stands

Jan 2022

This policy is for businesses / building owner or managers who request fixed cycle stands be installed on the footway outside their building

1 Introduction

- 1.1 To meet our commitments to sustainability and connectivity, the council both supports and promotes cycling as an eco-friendly, healthy, and efficient means of travel.
- 1.2 Cycle parking is needed at home and at the destination. Destinations can range from places of work to schools, shops, and cultural venues.
- 1.3 Cycle parking can take several forms. Two main options are:
 - Centralised covered secure cycle storage as part of a business or school
 - A simple stand placed on the street, that typically provides parking for two bikes.

2 Criteria

- 2.1 This policy document is only concerned with on-street cycle parking, mainly at the journey destination, and the council's commitment to providing and maintaining these.

Provision of cycle parking in new developments is dealt with under the core Strategy as a minimum level of provision. The cycle parking standards are available here [Core strategy development plan | Manchester City Council](#). The Council aims to promote cycling and will therefore promote the provision of cycle parking, in excess of the advised standards if possible.

- 2.2 There is not a dedicated budget for any new cycle stand requests. However, the council will respond to appropriate requests for new cycle stands that are privately funded.
- 2.3 The council is not responsible for any damage or theft occurring to bikes whilst parked in its on-street stands.

- 2.4 E-bikes and two-wheeled E-cargo bikes can generally be locked to standard on-street cycle parking stands and can be located within stands where required. Larger cargo bikes, trikes and certain adapted bicycles should however be locked on the outside cycle stand whilst ensuring that footways remain clear for other users given their greater size.

3 Applications

- 3.1 The council will accept applications for businesses to either fix cycle stands at their property or for a stand(s) to be installed in the footway outside a property (dependant on location and suitability). Once approval is received from Highway Services the business owner may fix a cycle hoop. The business is responsible for the cost. Alternatively, the council can install a stand in the footway, subject to an assessment. The cost of a stand and installation will be assessed for each individual location.
- 3.2 **Installing a Cycle Stand**
Before applying for a cycle stand on a footway, the applicant should first check if the land is a highway. If the applicant is unsure, the council can check upon their application. The suggested location must be wide enough to leave a width of at least 1.8m on the footway once a bike is fixed to the stand, 3m in very high pedestrian footfall areas.
- 3.3 **Cycle Hoop**
The property owner may prefer to fit a hoop or other such cycle parking hardware to their property following approval by the council. The council will only approve this if there is at least 1.8m of space on the footway once a bike is locked to the stand, 3m in very high pedestrian footfall areas.
- 3.4 **Maintenance**
The only stands the council will install will be stainless steel, which will not require painting. Where a stand has been damaged, for instance as a consequence of vehicle impact, the property owner will be responsible for making the location safe and replacing the stand. Where a cycle hoop has been fitted to a property, any maintenance and replacement will be the responsibility of the property owner.

4 Complaints

- 4.1 If any issues have not been dealt with in line with this code of practice, or it is felt that the council has not assessed any request correctly, a complaint can be raised through the contact centre in line with the council's complaint procedure.